

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. NO.: 4132-05  
BILL NO.: SCS for HB 1948  
SUBJECT: Motor Vehicles  
TYPE: Original  
DATE: April 17, 2000

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**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON STATE FUNDS</b>			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
Highway Fund	(\$2,000)	(\$2,000)	(\$2,000)
<b>Total Estimated Net Effect on <u>All</u> State Funds</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
None	\$0	\$0	\$0
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
FUND AFFECTED	FY 2001	FY 2002	FY 2003
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Numbers within parentheses: ( ) indicate costs or losses.

This fiscal note contains 3 pages.

## FISCAL ANALYSIS

### ASSUMPTION

Officials of the **Department of Insurance**, and the **Missouri Highway Patrol** assume the proposal would have no fiscal impact on their agencies.

In response to similar proposals, officials of the **Department of Revenue** assumed there would be no fiscal impact on their agency.

In response to a similar proposal, officials of the **Department of Transportation (MoDOT)** assumed the provisions would result in approximately 20 fewer permits for over-length loads issued in any given year. The average cost of the over-length permit is \$100. Twenty fewer permits, at \$100 each, would result in an estimated loss to the Road Fund of \$2,000 each fiscal year. MoDOT officials also noted for a similar proposal that concrete pump trucks and well-drilling equipment are currently being issued single-trip permits to operate on the state roadways. They assumed the number of vehicles currently operating will remain the same and that the manner of operation will not change. Therefore, there should be no increase in the overall cost of maintaining the roadway surfaces and bridges of the state. However, MoDOT cannot provide an estimate of the loss of revenue that would be realized from changing the \$34 special permit issued per trip to a \$100 permit per year for each vehicle.

**Oversight** notes that the proposal provides for a single-use permit or an annual permit for concrete pump trucks and well-drilling equipment upon request of the owner. It provides for MoDOT to set the fees for the permits, but no fee amount is specified. Therefore, Oversight assumes that MoDOT would establish annual fees that would approximate current amounts collected on an annual basis for single-use permits. Fiscal impact from this provision is assumed to be zero. Total fiscal impact from the proposal is assumed to be a loss of fee revenue due to a reduction in the number of over-length load permits approximating \$2,000 annually.

	FY 2001	FY 2002	FY 2003
<u>FISCAL IMPACT - State Government</u>	(10 Mo.)		

### **HIGHWAY FUND**

<u>Loss-Department of Transportation</u>			
Reduced fee revenues	<u>(\$2,000)</u>	<u>(\$2,000)</u>	<u>(\$2,000)</u>

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	FY 2001 (10 Mo.)	FY 2002	FY 2003
<u>FISCAL IMPACT - Local Government</u>	\$0	\$0	\$0

#### FISCAL IMPACT - Small Business

This legislation allows transporters to increase the maximum length from 65 to 75 feet. This provision will reduce the fees that small businesses pay for over length load permits.

#### DESCRIPTION

The proposal would allow the Department of Transportation to issue annual permits for transporting concrete pump trucks and well-drilling equipment.


This proposal exempts owners of inoperable motor vehicles or vehicles being stored and not operated from maintaining liability insurance. The act further states that the Director of Revenue, when informed by the motorist insurance database that a motorist is not complying with the mandatory insurance laws, shall not suspend an owner's registration, if the owner proves to the Director of Revenue that the vehicle was inoperable or was being stored and not operated on the date proof of insurance was required.

This proposal defines dromedary and adds this type of motor vehicle to the list of motor vehicles subject to length limits. It also increases the maximum length from 65 to 75 feet for vehicle combinations (auto and trailer) allowed on the interstate and designated highways.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

#### SOURCES OF INFORMATION

Department of Revenue  
Department of Transportation  
Department of Insurance  
Missouri Highway Patrol

  
Jeanne Jarrett, CPA  
Director  
April 17, 2000

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